

WIPE OUT BILLYISM.

Hope of Old-line Democrats.

They Join Bryan's Ranks for a Purpose.

Can Reorganize Their Party After His Defeat.

Roosevelt Opens His Kentucky Campaign—Bryan's Second Day in Ohio.

(BY DIRECT WIRE TO THE TIMES.)

WASHINGTON, Oct. 13.—[Exclusive Dispatch.] Looking over the Presidential campaign from this point of view, an unprejudiced observer would be tempted to say that it is all over. McKinley's election is being made certain every day by the gold Democrats who are running Bryan's campaign. The people who talked with ex-Secretary of the Treasury, Carlisle, who has been in Washington this week, are more than ever convinced that the old-line Democrats who are remaining in the party are doing so with the hope that Bryan and Bryanism will be eliminated from the Democracy after November 6. Carlisle has left the party for this year, at least, as have a majority of the old-time Cleveland Democrats, but a few, like Secretary Olney, ex-Secretary Hoke Smith, and ex-Secretary Gorman, cling to the organization.

An interesting story is being told of ex-Secretary Olney's efforts to have his old colleague, Carlisle, stay with the party this year. It is said that some days before Olney published his letter declining to support McKinley, he called upon Carlisle in New York and told the latter of his intended pronouncement. He urged the ex-Secretary of the Treasury to join him, on the ground that Bryan was sure to be defeated, and that it would be good policy for the old-line Democrats to remain in the regular organization, for the privilege it would give them in the organization of the party which would be sure to follow this year's election. Olney thought all good Democrats should establish their regularity by voting for Bryan.

"It is just possible," Carlisle is reported to have said, "that if we all support Bryan, he may be elected."

"Heaven forbid," replied Mr. Olney, "throwing up his hands."

No confirmation of this conversation is guaranteed by Mr. Carlisle, but it is

CONTINUED ON THIRD PAGE.

NOTHING BUT BLADDERS OF WIND AFTER ALL.



They make an awful sound, but there is no sense.

HIGH HAND EXTENDED.

Sequel to the Boxer Rebellion.

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Minister Wu, for his part, declares that the reports of outbreaks in Southern China are exaggerated; but he stoutly maintains that the Boxer rebellion in Northern China amounted to nothing until he was forced from that position by actual developments. Unofficial reports show that the rebels are carrying on with a high tide in the central southern provinces, and that great numbers are being left by foreigners, even in Hongkong and Shanghai.

Very little is being accomplished at present toward opening negotiations with the Chinese government for a final settlement. The conclusion is jumped at that the Russian suggestion (see The Hague Arbitration Commission) is authorized to settle all matters in dispute to this government. In the first place, Russia has made no such proposal, merely suggesting it, and so much importance is attached to the suggestion. The German embassy here does not believe that the British Foreign Office would agree to such a proposal, even should all the interested powers fall in with the Russian plan, and there is evidence that the British government would not take any such a settlement in this fashion. Any way, this plan cannot be carried out until some government makes a definite proposal, and up to the present time no such proposal has been made.

But the revolt, or threatened revolt, in Southern China is regarded here as being more important than any such negotiations. This revolt is not only against foreigners, but against the Chinese government itself, and the conditions are such that it is possible that it will grow into great proportions once it gets well started. Such a condition of things, along with the growing belief that the Chinese government does not respond to actually punish the Boxer leaders at all, does not point to an easy settlement of this significant difficulty.

MORE SOLDIERS TO BE PLACED.

Consuls Will Strengthen the Garrisons Owing to the Serious Aspect.

(BY THE NEW ASSOCIATED PRESS-P.M.) BERLIN, Oct. 13.—[By Atlantic Cable.] The Local Amoy's Shanghai correspondent telegraphs that the consuls have informed the French and the garrisons will be increased, owing to the threatening aspect of the situation. The Pao Ting Fu expedition is regarded as a strategic movement against Hsin Fu, to be followed by a similar expedition on the Yang-tze at Hankow, cutting off Hsin Fu from all outside resources.

Ten thousand Sea Chinese rebels are marching on Tachien Fu.

THE REFORMIST MOVEMENT.

TWO FACTIONS UNDER ARMS.

(BY THE NEW ASSOCIATED PRESS-P.M.) PARIS, Oct. 13.—[By Atlantic Cable.] Letters received in diplomatic circles here throw a somewhat clearer light on the situation in South China, where an anti-dynastic uprising is now in progress. The reformist movement there is divided into two distinct parties, one led by Kang Yu Wei and the other by Sun Yat Sen. The former is agitating for drastic reforms, but wishes to retain the present dynasty, while Sun Yat Sen aims at deposing the Dowager Empress and making a clean sweep of the existing regime.

Sun Yat Sen is leading the present rebellion. The last authentic news of his whereabouts was of his presence at Yokohama, three months ago. But since then he is believed to have smuggled himself into Southern China and to be leading the reformist rebel forces, his plan of campaign being the capture of Canton, when, he calculates, the whole of South China will join him.

In the event of his seriously threatening Canton, Great Britain and France, possibly assisted by the other powers, would be forced to oppose him, which would create a curious situation. The powers would then be acting against the rebel forces in the south, which are anti-dynastic and friendly to foreigners, and at the same time con-

News Index to the Times This Morning

Part I.

1. Democrats to Wipe Out Billyism. Triad Revolt Against Government. Young Millionaire Disappears.
2. British Officials Very Sore. Big Grain Warehouse Burned. Tagalogs Busted in Panay. Bunt Bands in Form.
3. Bryan in the Buckeye State. Roosevelt Scores Kentucky Thieves. Striking Miners Accept Increase. Army Reorganization Plans.
4. Harvard White-washes Columbia. Behind the Curtain.
5. Southern Briefs by Towns.
6. City in Brief. Dots and Dashes.

Part II.

1. Testing New Oil Fields. Appeal to National Irrigation.
2. Liners: Classified Advertising.

Part III.

1. Hurricanes and Storms. Our Big New Battleship. Plays and Playlets: Music. Men and Women in Society. Our Daily Story. Military Topics Carefully Compiled. Editorial Page: Paragraphs. Vital Campaign Issues. A Convention of Surprise.
2. Baker Iron Works to Expand.
3. The Public Service: Official Doings.
4. Financial and Commercial.

Part IV.

1. The Allies March to Peking.
2. Gov. Roosevelt's Tour Illustrated.
3. Young Writers Who Win Prizes.
4. Gossip in Pastoral Circle.
5. The Delago Bay Raided.
6. The World's First Day in Peking.

CLASSIFIED NEWS SYNOPSIS.

SOUTHERN CALIFORNIA. Pasadena Shakespeare Club, begins season's work. "Fanning of the dairy cow at Compton. Republican demonstration at Long Beach. Making improvements at Anaheim. Corvina students charged with "hacking." Salt Lake line wanted at Westminister. Circus crowds at Pomona. Old buildings disappearing at Soldiers' Home.

MAMMOTH PARADE FOR "PROSPERITY."

(BY DIRECT WIRE TO THE TIMES.)

CHICAGO, Oct. 13.—[Exclusive Dispatch.]

The Managing Committee of Commercial McKinley Club No. 1 decided definitely today to hold a "commercial, industrial and sound money parade" Saturday, October 27. At a meeting of the committee, which was held at the Great Northern Hotel, many prominent houses were represented, and others sent assurances that they would take an active part in the pageant. The preparations for the parade will be in the hands of the managing director of the club, and a committee is to be appointed to co-operate with the Managing Committee. It is expected that over a hundred thousand men will be in line.

George F. Stinch, president of the Workingmen's Republican Clubs, appeared before the committee and said that his organization had contemplated a "workingman's parade," but they would join, instead, with the business men. He promised 34,000 men from the workingmen's clubs. The Republican Legion and Rough Riders will be represented by 20,000 men, and between twenty thousand and sixty thousand commercial and professional men are counted on to turn out.

Various railroad clubs are to be invited to join in the parade, and a number of organizations from outside of Chicago have asked to be permitted to participate in the big demonstration.

THE CITY. Baker Iron Works to be doubled. Republican City Convention nominates Silver for Mayor and finishes its work. High School wins football game. J. Ross Clark says Salt Lake road is progressing well. Pausa sus Franc for alienating his wife's affections. Ladies' Tailor Bessie's wife sees him for support. Joseph Hoffman denounced as a fraud. National Irrigation Association appeals to Los Angeles business men. Prizes for young writers. The game of baseball. Announcements of Republican meetings. What the Charter Freeholders have done up to date. Books damaged by rain. Grocer files bankruptcy petition. High School defeats Occidental on the gridiron. Good-roads convention programme.

POLITICAL. Old-line Democrats hope to wipe out Bryanism. Roosevelt denounces dishonest methods in Kentucky. Bryan addresses big crowds in Ohio.

PACIFIC COAST. Arizona officer kills a bad man. Big Rothspur warehouse burns. Wharf apron gives eight men a ducking. Transport W. e-field sails with horses. Broken brake-beam causes a wreck.

CHINA. Triad revolt sequel to Boxer rebellion. Foreigners in the south uneasy. British officials irritated at publicity given communications. American reply to French note approved in Germany. Admiral Remy leaves for Cavite. Plans for arduous Chinese indemnities. Boxers in force near Pao Ting Fu.

FOREIGN. BY CABLE. English elections show signal victory for Conservatives. Series of accidents to ships. King Leopold at Paris Exposition. Demented young millionaire disappears. Tagalogs meet disaster in Panay.

SPORTS. Harvard football eleven whitewashes that of Columbia at Cambridge, Mass. Lipton's challenge to be accepted. Woman cyclist breaks records. Joe Palmeron breaks a record. Ethelbert beats Imp in record time. Race results at Chicago, Buffalo, Cincinnati and St. Louis. Last day at San Jose.

GENERAL EASTERN. Miners' convention accepts the 10 per cent. increase in wages conditionally. De-faulter Schreiber not captured. Cade in aid to exclusion of Chinese.

THE CRISIS IN CHINA.

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Selling a les- sity in mer- owest prices modern mer- all worth learning

for All

**ore. All new styles and
t shoes.**

Shoes for Men.

Men's \$5.00 Shoes.

Black best calf, yellow calf and
oxen calf, black, brown, tan and
white, medium and narrow
width, all sizes, all good
every day!

\$2.90

Men's \$3.00 Shoes.

Black and tan kid calf and patent
leather, last and comfort—see us on
the way to the next leather
city! All sizes and
widths, all good
every day!

\$2.10

Men's \$2.00 Shoes.

To be accurate—don't buy two dollars
to the dollar, but one dollar and half
heavily all last ten years
in the city, all good
the lot, and all good
every day!

\$1.00

Men's \$6.00 Shoes.

Made by Hensch & Son, Green & Gordan,
and French, Harrier & Green, First-
class, all sizes, all good
black, brown, tan and
white, all sizes are
the first leather
and hand well
made!

\$3.60

Shoes for Boys.

Boys' \$1.50 Shoes.

All sizes from 17 to 8 and 9½
to 10, black calf and oxen
with dogskin tops, hair
double bottom!

\$1.00

Boys' \$2.00 Shoes.

Size 17 to 8 and 9½ to 10. The heavy
calf and oxen and dogskin tops
and sides. Smaller sizes are
also available. All good
shoes with heels!

\$1.30

Little Boys' Shoes.

Boys' \$1.35 Shoes.

Spring toes, sizes 8 to 19½. Leather
calf and oxen, all good
yellow, dogskin tops, hair
double bottom!

75¢

Boys' \$2.00 Shoes.

Sizes 8 to 19½. Black calf and tan
willow calf, and mountain
deer, all sizes, all good
black, hair with
heels!

\$1.37

Selling a les- sity in mer- owest prices modern mer- all worth learning

for All

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Shoes for Men.

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Black best calf, yellow calf and
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To be accurate—don't buy two dollars
to the dollar, but one dollar and six
century all last ten years
in the future. Good
the lot, and all good
every day!

\$1.00

Men's \$6.00 Shoes.

Made by Hensch & Son, Germany & England,
and French, American & Italian. First-
quality leather from best sources are some
leathers; those shoes are at
the finest leather
and hand work
sales!

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Sizes 17 to 8 and 9½ to 10. The heavy
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shoes. Smaller sizes are
black and tan calf and
black with brown!

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Spring heels, sizes 8 to 10½. Tan
calf with white stripes
yellow, dogskin tops, black
hair double bottom!

75¢

Boys' \$2.00 Shoes.

Sizes 8 to 10½. Black calf and tan
willow calf, and mountain
deer, with white stripes
black, hair with
bottom!

\$1.37

Southern California by Towns and Counties.

PASADENA.

Republicans Begin Season's Work.

First Hard Rainfall of the Year.

Markets for the week ended the 13th. The market for the week ended the 13th. The market for the week ended the 13th.

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ORANGE COUNTY RALLY.

Address by the Governor Last Evening—Democrats Loss More Men.

SANTA ANA, Oct. 13.—[Regular Correspondence.] Gov. Henry T. Gage was given a hearty reception here last night. The Grand Democratic Convention was held at the Hotel Orange, and the governor's address was well received.

At the opening of the meeting, Chairman B. T. Langley introduced the governor, who was warmly welcomed. The governor then delivered an address on the state of the state, and the Democrats lost more men.

LONG BEACH. REPUBLICAN DEMONSTRATION. LONG BEACH, Oct. 13.—[Regular Correspondence.] The Long Beach Republican Club had a meeting last evening to discuss the campaign for the coming year. The meeting was well attended and the speakers were well received.

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ONTARIO. NOTES AND PERSONALS. ONTARIO, Oct. 13.—[Regular Correspondence.] The Ontario Republican Club had a meeting last evening to discuss the campaign for the coming year. The meeting was well attended and the speakers were well received.

COVINA. CHARMED WITH "DUCKING." COVINA, Oct. 13.—[Regular Correspondence.] The Covina Republican Club had a meeting last evening to discuss the campaign for the coming year. The meeting was well attended and the speakers were well received.

ANAHEIM. THREE OF A KIND. ANAHEIM, Oct. 13.—[Regular Correspondence.] The Anaheim Republican Club had a meeting last evening to discuss the campaign for the coming year. The meeting was well attended and the speakers were well received.

SANTA CATALINA ISLAND. IMPROVING HOMES AND HOTELS. AVALON, Oct. 13.—[Regular Correspondence.] The Santa Catalina Island Republican Club had a meeting last evening to discuss the campaign for the coming year. The meeting was well attended and the speakers were well received.

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IN SAN DIEGO COUNTY.

Two El Cajon Men Believed to Have Perished Out on the Cruel Desert.

SAN DIEGO, Oct. 13.—[Regular Correspondence.] A telephone message to the Tribune from El Cajon says that two men were believed to have perished out on the cruel desert. The men were believed to have been on a journey to the desert and were believed to have perished.

ADAMS IN PORT. The United States training ship Adams arrived in port this morning on her winter cruise, with the crew and passengers. The ship was well received and the crew was well received.

FRUIT GROWERS INTERESTED. SAN BERNARDINO, Oct. 13.—[Regular Correspondence.] The fruit growers of San Bernardino are interested in the proposed new canal. The canal is believed to be a great benefit to the fruit growers and they are interested in it.

RECEPTION TO A PASTOR. Rev. R. B. Taylor and wife, who spent the summer in the East, were given a reception at the First Presbyterian church last evening. The reception was well attended and the speakers were well received.

COMPTON. LOWING COW GOING. COMPTON, Oct. 13.—[Regular Correspondence.] The Compton Republican Club had a meeting last evening to discuss the campaign for the coming year. The meeting was well attended and the speakers were well received.

CONRAD BEACH. GAME-HOG RECORD BROKEN. HOTEL DEL CONADO, Oct. 13.—[Regular Correspondence.] The Conrad Beach Republican Club had a meeting last evening to discuss the campaign for the coming year. The meeting was well attended and the speakers were well received.

THE SMALL OF THE BACK. That is where some people feel weak all the time. They are likely to be dependent and it is not unusual to find them borrowing trouble as if they had not enough already.

Head's Sarsaparilla. Promises to cure and keeps the promise. Begin treatment with Head's today.

THE FOO & WING HERB CO. 204 S. Olive St., Los Angeles, Cal.

WHITTIER.

NEWS BRIEVITIES.

WHITTIER, Oct. 13.—[Regular Correspondence.] Thursday evening a crowd assembled at the Congregational church to welcome the new pastor, Rev. Mr. Arnett.

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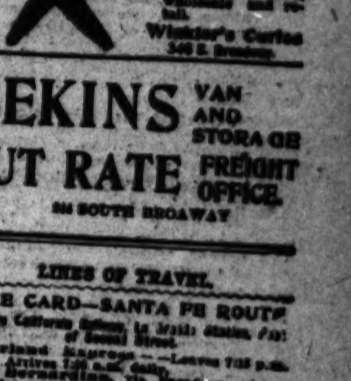
Scientific Eyehelp

Will save not only the sight but the beauty of the eyes, neglected eyes being seldom beautiful. If there exists the slightest defect in your vision better let our expert opticians look into the matter. It will cost you nothing.



Cures Weak Men Free

Stricture. Cures Weak Men Free. Stricture. Cures Weak Men Free.



Dr. Harrison & Co.

For Every Form of Weakness and Diseases of Men. The Only Strictly Reliable Remedy.

Head's Sarsaparilla. Promises to cure and keeps the promise. Begin treatment with Head's today.

THE FOO & WING HERB CO. 204 S. Olive St., Los Angeles, Cal.

Children's Tan Shoes AT HALF PRICE. L. W. ODIN, 127 South Spring Street.

Cheap Pumping. Gasoline or Distillate. 2 1/2 H.P. to 250 H.P. 4000 ENGINES SOLD. 1800 IN CALIFORNIA ALONE. Write for Prices—State Particulars. Hercules Gas Engine Works. First and Jackson Sts., San Francisco.

FOR SALE—

[illegible]

FOR SALE

FOR SALE—
WILLCOX & GIBBS SEWING

—Manufacturers of—
 THE "AUTOMATIC" CHAIR
 1205 W. FOURTH ST.
 Only office in Los Angeles
 California
 WHY IS IT—
 That with intelligent help
 Willcox & Gibbs' "Automatic"
 chairs is most popular?
 WHY IS IT—
 That every intelligent lady
 knows its merits as shown
 Willcox & Gibbs' "Automatic"
 chairs?
 WHY IS IT—
 That a second-hand Willcox &
 Gibbs' chair will bring more on the
 market than any other chair?

WHY IS IT—
That unscrupulous dealers, who
know the difference between
now trying to reach the best
tempt to selling imitations and
the Willcox & Gibbs Automatic
claiming the same thing as
wine or "just" as good as
Willcox & Gibbs' Automatic?
WHY IS IT—
That all imitations and cheap
Willcox & Gibbs' Automatic
unsatisfactory and almost
worthless quality?
WHY IS IT—

That when testing the Willcox & Gibbs Sewing Machine in her home, she was so much impressed by calls from friends that she can quietly try the machine in any one but a helpful friend. Such opportunity is given to all intelligent examination of the merits of the Willcox & Gibbs at your own home.

WILCOX & GIBBS SEWING CO., 25 W. FOURTH ST.

FOR SALE AT

STAVENHAGEN

These urries speak for themselves

One pair blue elegant pants
Nine iron bed, brass trimmings
Handsome white enamel commode
White enamel commode, 12
A good oak spring, 8.00
A beautiful new oak writing
Handsome mantle fireplace
new 12.00

Certain folding bed, 10
All-wool ingrain art covers, 10
Art square, 11x11 ft., 10.00
In yard new, best ingrain
new 12.00

Good nothing. Me to Me you
Everything to furnish a house
that can't be beaten.
Chalk or duty
—STAVNOW—

...ing on North Main at the ...
to hear from us regularly ...
...ed ...
...mel playing cards, the ...
30c, 10c, 10c. A few more ...
at the ... the toilet ...
...ported himself, the ...
to wear; ...
...shades, complete, with best ...
...leather waders, 5 each; ...
...ange, 30c; 3 each ...
... THE ARK, ...
... FOR SALE—SAVE FROM ...
...buying your piano, we pay ...
...month rent, while other ...
... SALE ...

buying an instrument. We have
 solved another method of making
 your purchase. We will give you
 a valuable amount to have on
 We sell on the easy-payment
 plan. You can hear the
 piano with comfort and con-
 sideration; don't take some
 copies of our goods, but
 will accept of your money.
 instrument is fully guaranteed
 makers, who are the most
 C. ALBERT PIANO CO.
 Broadway.

White to King; sold on easy
liberal discount for cash; no
payments make it the most desir-
able family car.

Have also a large selection of
one drop-head, one-cage, four
\$2; one, six-cylinder, 27-hp. Buick
\$2; also a new 1934 Buick 27-
\$15; also a lot of cheap machines
\$7; high-arm Singer; 1; one oak
leaves, 1; New York, 1; New
Wheeler & Wilson and other
new machines, from \$15 up. Co.
cases automatic, \$5; all kinds.

OFFICE 48 & Broadway, 12th
Floor, New York City.

ON SALE - OAK EXTERIOR
cast \$18, now \$9; oak floor
\$4, now \$2; oak banquet
\$2 each, now \$1 each; balustrade
\$1.25 each, now 60c; oak
majestic vase, cast \$10, now
\$5; busts and mirror, with
candle, now \$10; oak velvet rug
\$10; velvet rug, \$10; velvet
cast \$11, now \$5; very large
cast \$7, now \$3; very fine
\$18 each; only a fraction of cost
of this furniture and
and more. It has been
Come and see these elegant

[illegible]

FOR SALE—ALL KINDS of
rent, auto and prices are the lowest
of goods at home; free and
dealing with the "Big Guy"
Call and examine the
writer, deals now at \$97, was
\$100—kindle kindle
one operation; in point of
winning a few points of
For Eugene

FOR SALE—IN OPEN ON COV
wagons, 12 or 3-seated custom
top buggies, 6 phonos, 12
wagons, 1 drug-like spring
new rubber-tyred Standard
wagons, 1 2-seater, front

SPRING
SALE—H
Side
SIDE—H
COLLEGE
SALES—
built
ROOF, SE
SALES—

[illegible]

with fire pits; 3 can absorb
rotary solder out; 12-
water, or rollers; 1 2-inch
water; 1 2-inch; 1 2-inch
water; bought under attachment
at less than one-third cost.
BARA LUMBER CO., Seattle.

ON SALE - FURNITURE
OTHER HOTBEDS BOOTS
ON CHINA, TEA SETS
NEW AND GOOD SECOND-H
TURE STOVES, ETC.
EVENING. ON THURSDAY
YOU TO GET OUR FURNIT
LOUDON & OVERELL, 100
ON SALE - GOOD WORK
TODAY BEARING THE
ber-type, two-wheeled tra
wanted surveys, man-horse, tra
wagons and float contrap
city; all with good cheap
710 N. 20TH, corner from Franklin

FOR SALE—PINE SAWMILL
harrows; also light
car track chaser.
CHANDLER CO., 317 W. Superior

FOR SALE—
Get them while they are
cheap.
Corner Sixth and Levee
Trunking Co.

FOR SALE—SEVERAL
in second-hand places,
beautiful Russell place
they are cheap.
Call on Mr. Money, E. C.

FOR SALE—BUICK
SALE—PA
made and
at spec. 1
SALE—BA
ER: good
WARD &
SALE—SCH
step: 1
the M. M.
SALE—OV
ER: 1
SALE—
NATH

CO., Seventh and Broadway
FOR SALE - GAROLINE
Charter engine, 4-horse
tion; this engine has
short time on power
CHAMBERLAIN & CO.,

FOR EXCHANGE—
Real Estate.

[illegible]

25/10/2000

FOR SALE

[illegible]

STONE, Station H, city.

SALE - BEST OFFER IN CITY
 and quality. Inquire at 100
 100 E. MAIN ST. 7-10

SALE - FINE HOLSTEIN-JERSEY
 cows and calves. Some of the
 registered blood stock. See
 JAMES HENRICKSON.

SALE - 1 DRIVING HORSE
 and 1 pair of harness horses
 - Bought from the state of
 Michigan. See
 FRED ST.

SALE - 1 MATED BERRY
 bearing 5000 gals. of berries
 per year, for sale at a
 low price. See C. E. MANNING
 and interview.

COGS JUMP IN PRICE
 4 lbs. of cogs - 10¢. 10 lbs. -
 18¢. 20 lbs. - 32¢. 30 lbs. -
 45¢. 40 lbs. - 58¢. 50 lbs. -
 70¢. 60 lbs. - 82¢. 70 lbs. -
 95¢. 80 lbs. - 1.10. 90 lbs. -
 1.25. 100 lbs. - 1.40. 110 lbs. -
 1.55. 120 lbs. - 1.70. 130 lbs. -
 1.85. 140 lbs. - 2.00. 150 lbs. -
 2.15. 160 lbs. - 2.30. 170 lbs. -
 2.45. 180 lbs. - 2.60. 190 lbs. -
 2.75. 200 lbs. - 2.90. 210 lbs. -
 3.05. 220 lbs. - 3.20. 230 lbs. -
 3.35. 240 lbs. - 3.50. 250 lbs. -
 3.65. 260 lbs. - 3.80. 270 lbs. -
 3.95. 280 lbs. - 4.10. 290 lbs. -
 4.25. 300 lbs. - 4.40. 310 lbs. -
 4.55. 320 lbs. - 4.70. 330 lbs. -
 4.85. 340 lbs. - 5.00. 350 lbs. -
 5.15. 360 lbs. - 5.30. 370 lbs. -
 5.45. 380 lbs. - 5.60. 390 lbs. -
 5.75. 400 lbs. - 5.90. 410 lbs. -
 6.05. 420 lbs. - 6.20. 430 lbs. -
 6.35. 440 lbs. - 6.50. 450 lbs. -
 6.65. 460 lbs. - 6.80. 470 lbs. -
 6.95. 480 lbs. - 7.10. 490 lbs. -
 7.25. 500 lbs. - 7.40. 510 lbs. -
 7.55. 520 lbs. - 7.70. 530 lbs. -
 7.85. 540 lbs. - 8.00. 550 lbs. -
 8.15. 560 lbs. - 8.30. 570 lbs. -
 8.45. 580 lbs. - 8.60. 590 lbs. -
 8.75. 600 lbs. - 8.90. 610 lbs. -
 9.05. 620 lbs. - 9.20. 630 lbs. -
 9.35. 640 lbs. - 9.50. 650 lbs. -
 9.65. 660 lbs. - 9.80. 670 lbs. -
 9.95. 680 lbs. - 10.10. 690 lbs. -
 10.25. 700 lbs. - 10.40. 710 lbs. -
 10.55. 720 lbs. - 10.70. 730 lbs. -
 10.85. 740 lbs. - 11.00. 750 lbs. -
 11.15. 760 lbs. - 11.30. 770 lbs. -
 11.45. 780 lbs. - 11.60. 790 lbs. -
 11.75. 800 lbs. - 11.90. 810 lbs. -
 12.05. 820 lbs. - 12.20. 830 lbs. -
 12.35. 840 lbs. - 12.50. 850 lbs. -
 12.65. 860 lbs. - 12.80. 870 lbs. -
 12.95. 880 lbs. - 13.10. 890 lbs. -
 13.25. 900 lbs. - 13.40. 910 lbs. -
 13.55. 920 lbs. - 13.70. 930 lbs. -
 13.85. 940 lbs. - 14.00. 950 lbs. -
 14.15. 960 lbs. - 14.30. 970 lbs. -
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 15.95. 1080 lbs. - 16.10. 1090 lbs. -
 16.25. 1100 lbs. - 16.40. 1110 lbs. -
 16.55. 1120 lbs. - 16.70. 1130 lbs. -
 16.85. 1140 lbs. - 17.00. 1150 lbs. -
 17.15. 1160 lbs. - 17.30. 1170 lbs. -
 17.45. 1180 lbs. - 17.60. 1190 lbs. -
 17.75. 1200 lbs. - 17.90. 1210 lbs. -
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 18.65. 1260 lbs. - 18.80. 1270 lbs. -
 18.95. 1280 lbs. - 19.10. 1290 lbs. -
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 20.45. 1380 lbs. - 20.60. 1390 lbs. -
 20.75. 1400 lbs. - 20.90. 1410 lbs. -
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 21.65. 1460 lbs. - 21.80. 1470 lbs. -
 21.95. 1480 lbs. - 22.10. 1490 lbs. -
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 27.65. 1860 lbs. - 27.80. 1870 lbs. -
 27.95. 1880 lbs. - 28.10. 1890 lbs. -
 28.25. 1900 lbs. - 28.40. 1910 lbs. -
 28.55. 1920 lbs. - 28.70. 1930 lbs. -
 28.85. 1940 lbs. - 29.00. 1950 lbs. -
 29.15. 1960 lbs. - 29.30. 1970 lbs. -
 29.45. 1980 lbs. - 29.60. 1990 lbs. -
 29.75. 2000 lbs. - 29.90. 2010 lbs. -
 30.05. 2020 lbs. - 30.20. 2030 lbs. -
 30.35. 2040 lbs. - 30.50. 2050 lbs. -
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 32.45. 2180 lbs. - 32.60. 2190 lbs. -
 32.75. 2200 lbs. - 32.90. 2210 lbs. -
 33.05. 2220 lbs. - 33.20. 2230 lbs. -
 33.35. 2240 lbs. - 33.50. 2250 lbs. -
 33.65. 2260 lbs. - 33.80. 2270 lbs. -
 33.95. 2280 lbs. - 34.10. 2290 lbs. -
 3

with Rocks; no 1 birds. Address C.
WASHINGTON and Figures.

[illegible]

FILE - FIVE 13 JAN 1954

[illegible]

10

MONEY TO LOAN

[illegible][illegible][illegible]

EDITORIAL SHEET.

Amusements.

YEAR

MATINEES— With Debut of
ZADR'S PAVILION—
Sale of Single and
Aurice Gr
pera Seas
Opens Monday, Oct. 15, at
Ticket Office, 280 S. Sprin

FRIDAY EVENING, NO
HUGUENOTS'
A MISS MELBA, SIGNOR CAMPA
GOUNI, BISHPAM, RAUBERMEISTE,
SATURDAY MATINEE, NO
"ROMEO AND
ROZANNE ADAMS, ANTONIO
CAUTERIN, TOWNER, MACINTYRE
WEDAY NOV. 10,
LILLIAN NORDICA, EDUARD
DUFFLE THEODOR MEIER
HUMAN STRONG and others.
DAMOSCOS SYMPONY
CHORUS, MAGNIFICENT
AS IN NEW-YORK. OVER 250 PER
MR DAMOSCOS DIRECTS "FLORE
IGNOR MANCHELLI DIRECTS
Price of Season and
Floor.....\$10.00 and \$12.00
Box.....\$ 5.00, \$10.00, \$12.00
Special train on all railroads leaving

LOS ANGELES THEATRE
... THREE M
...Commencing Mon
MR HARRY LILL
The Delightful
Comedian
WAIT
ACCOMPANIE
CHILDREN ST. PI
AND ORIGINAL COSTUM
IN THE 3-ACT COMEDY

"THAT
A society comedy culled from a
book from the French and per
former as at the Herald Squar
-25c, 50c, 75c and \$1
LOS ANGELES THEATRE
... THREE M
THURSDAY, FRIDAY AND SAT
... MATINEE SE
SPECIAL ENGAGEMENT
"KING OF THE O
By Charles E. Henry and
THE SCENIC MARVEL OF THE
The Human Tower of Chisle
The Native Chinese Actors and Childr
The Chinese Calvernet and Engline
The Chinese Strongest Leading a Co
The Palace Held on an Ocean Jour
The Chinese Theatre on a New C
-5-Big Vaudevi
on Sale Monday, Oct. 15. Prices-2
PHIBEM—Regular Sunday Ma
5 New Acts!
the Climax of Pee
JULIA KINGSLEY
and Company in "Her Uncle's Niece"
BELLE DAVIS
And Her Three "Ficks"—A Rag-
time Enigma.
GOLDEN WEST LADIES' QUARTET
Los Angeles Singers'
Debut in Vaudeville.
KOLB AND DILL,
German Merry-makers.
-50c, 25c, 50c. Box seats, 75c.
RORSOCO'S BURBANK
Tonight and All Week
MISS FLORENCE
OLIVER-LESLIE
Presenting Augustus Daly's Re-enactment
"The ..
Countr
BIG LONDON, NEW YORK AND
which Miss Roberts scored a tremendous
out of true humor—spicy dialogues—Dallas
See Peggy's Great Le
Prices Every-15c, 25c, 35c and 50c.

The Social

MUSIC AND MUSICIANS

CLARK IN SOCIETY.

Mr. Clark entertained yesterday afternoon some of her parents and friends at the house on South Main street. The house was artistically furnished with chrome-plated furniture, a different color being used in each room. The guests were treated with progressive luncheon, the prices were \$1.00. The Virginia Garden, a water-color painting of a trout, was in a gold frame. Miss

Miss Campbell, who was associated, a bunch of friends gathered at the home. Those present were: Mrs. Abner, Annie Lee, Julia Marwood, Jeannette Kemper, Maude Clark, Sarah E. Green, Howard, Bess Miller, a Hattie Saunders, Len Radford, Mrs. Campbell, Mary Darling, Mrs. Hancock, Mrs. Latta, Ed Smith, Dale West, Leona Brown, Mrs. Schaefer, Clara Buehler, May Adams, Fay, Gertrude Mack, Mrs. Gresham, Alice, Mrs. Allen.

All entertained delightfully after the afternoon at the home of the parson, just as the pastor, a Rev. and Rev. to Miss Evelyn Gresham, and the Greshams, and the affair was in the nature

[illegible][illegible][illegible]

ated as flower maidens. She grew up of white origin, a basket maker by trade. Frank Dewey and Charles furnished the music, played by Chorus from Lohengrin at the party.

The promissae Mr. during the wedding March was made ushers were Messrs. Gray Tucker. After the left for their handmaiden, a sister of Mrs. and Maple avenue. Ceremony was held. Here consisted of pink and flowers, paper. The ceremony will be at home

The bride is the daughter of Mr. and Mrs. has been very popular, was manifested her costly gifts received. Mr. responsible position of a Southern California Sav-

[illegible]

shown a marked
within the last one
twenty-one
general

his description nor
Our Navy Department has deter-
mined to commission for service the two
Spanish torpedo boats captured in
Cuba, the Alvarado and the Sandoval,
and is under consideration of the
navy academy, where these
little craft will be employed for drill
purposes by the various classes of ca-
dets. These craft are not intended
for the navy and will be auctioned
off to the highest bidder.

GERMAIN SEED AND PLANT CO. 326-330 South Main Street
Adjoining Hotel Westminster.

WADE & WADE, Assayers and Chemists, 115 1/2 MAIN
OILS, WATER FERTILIZERS, OIL, ETC. ETC. MILLING, CONCENTRATION &
CYANIDE TESTS IN 24 HOURS, MORE OR LESS.



Paris
221 and 223
South Broadway
the Season
Sale.
High-grade Silks
Incorporates
beautiful soft
satin, camel
very
7.50
Waist
Silks.
We are
well equipped
supply
in this line
variety of
colored and
effect, \$1.50
yd.

THE CITY POPULATIONS. The census of 1926 has the distinction of being the first in the world to show a decrease in population in any of the nations of the world, except the United States. The United States is the only country in the world which has increased its population since 1920. The census of 1926 shows that the United States has increased its population by 13,000,000 since 1920. The census of 1926 shows that the United States has increased its population by 13,000,000 since 1920. The census of 1926 shows that the United States has increased its population by 13,000,000 since 1920.

LOS ANGELES MARKETS. Wheat, flour and other grain markets are quiet. The price of wheat is steady at 1.10 per bushel. The price of flour is steady at 1.10 per bushel. The price of other grain is steady at 1.10 per bushel. The price of wheat is steady at 1.10 per bushel. The price of flour is steady at 1.10 per bushel. The price of other grain is steady at 1.10 per bushel.

NEW YORK MARKETS. The New York market is quiet. The price of wheat is steady at 1.10 per bushel. The price of flour is steady at 1.10 per bushel. The price of other grain is steady at 1.10 per bushel. The price of wheat is steady at 1.10 per bushel. The price of flour is steady at 1.10 per bushel. The price of other grain is steady at 1.10 per bushel.

LOS ANGELES MARKETS. The Los Angeles market is quiet. The price of wheat is steady at 1.10 per bushel. The price of flour is steady at 1.10 per bushel. The price of other grain is steady at 1.10 per bushel. The price of wheat is steady at 1.10 per bushel. The price of flour is steady at 1.10 per bushel. The price of other grain is steady at 1.10 per bushel.

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Adams-Phillips Company,
BONDS
Government
Municipal
Corporation
FOR SALE.
The LOS ANGELES NATIONAL BANK
OF LOS ANGELES, CALIFORNIA.
CAPITAL - \$500,000.00
Surplus - \$100,000.00
Directors:
W. C. PATTERSON, President
W. C. BROWN, Vice President
E. L. CRAIG, Cashier
L. C. MCKEY, Secretary
W. M. VAN DYKE, Treasurer
J. M. GREEN, Vice President
JOHN R. HAYNES, Vice President
Comparative Statement
Showing Two Years Increase in the Business of the LOS ANGELES NATIONAL BANK
RESOURCES
October 1, 1928. October 1, 1929. October 1, 1930.
Loans and Discounts \$718,496.78 \$816,848.00 \$1,390,364.61
Overdrafts 1,300.00 1,300.00 1,300.00
U. S. Bonds 671,000.00 671,000.00 671,000.00
Premium on U. S. Bonds 54,000.00 54,000.00 54,000.00
Stocks, Securities, etc. 19,000.00 19,000.00 19,000.00
Sinking Bonds and Stocks 175,000.00 175,000.00 175,000.00
Other Real Estate 11,000.00 11,000.00 11,000.00
5 per cent Redemption Fund 28,000.00 28,000.00 28,000.00
Cash and Sight Exchange 621,948.75 621,948.75 621,948.75
Total \$2,268,743.53 \$2,268,743.53 \$2,268,743.53
LIABILITIES
Capital Stock \$500,000.00 \$500,000.00 \$500,000.00
Surplus and Profits 84,111.58 84,111.58 112,744.61
Circulation 428,000.00 428,000.00 428,000.00
Deposits 1,262,641.46 1,262,641.46 1,262,641.46
Total \$2,268,743.53 \$2,268,743.53 \$2,268,743.53

THE LOS ANGELES NATIONAL BANK
OF LOS ANGELES, CALIFORNIA.
Capital - \$500,000.00
Surplus - \$100,000.00
Deposits - \$5,000,000.00
First National Bank
Capital, Surplus and Profits \$700,000.00
Deposits \$2,000,000.00
The National Bank of California
N. E. Cor. Spring and Second.
Security Savings Bank
Capital and Surplus \$100,000.00
Deposits \$1,000,000.00
State Bank and Trust Co.
Capital \$100,000.00
Deposits \$1,000,000.00
California Bank, Los Angeles, Cal.
Main Street Savings Bank
Southern California Savings Bank
German American Savings Bank
A. H. Conger, Suite 321, Wilcox Bldg.
Columbia Savings Bank
Wendt & Co.
BROKERS
STOCKS
BONDS
WHEAT
Grain and Stock Co.
212 1/2 South Spring Street.

Electric Bell
the Chances
Your Old Bell
West Second St.
Los Angeles, Cal.

LOS ANGELES MARKETS. The Los Angeles market is quiet. The price of wheat is steady at 1.10 per bushel. The price of flour is steady at 1.10 per bushel. The price of other grain is steady at 1.10 per bushel. The price of wheat is steady at 1.10 per bushel. The price of flour is steady at 1.10 per bushel. The price of other grain is steady at 1.10 per bushel.

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Wendt & Co.
BROKERS
STOCKS
BONDS
WHEAT
Grain and Stock Co.
212 1/2 South Spring Street.

YOUNG WRITERS WIN PRIZES.

Victors in The Times Competition
for Most Meritorious Articles on
Nicaragua Canal.

THE committee selected to award the prizes offered by The Times to the young people writing the best articles on "The Advantages to the United States of the Nicaragua Canal," has made its report.

These prizes were to be given to the boys and girls under 18 years of age submitting the best articles on the subject, not more than 750 and not less than 100 words, as follows:

For the best article written by any boy or girl in Southern California under the imposed conditions.....\$10
For the second best.....\$5
Then, five prizes of \$10 each for the articles next approaching these in merit, from different localities:

For the best article from a boy or girl in the city of Los Angeles.....\$10
For the best article from a boy or girl in the county of Los Angeles, outside of the city.....\$10
For the best article from Santa Barbara county or Ventura county.....\$10
For the best article from San Diego county, or Orange county.....\$10
For the best article from Santa Clara county, or San Bernardino county.....\$10

The Committee of Award, consisting of Charles Dwight Willard, Los Angeles; Mr. C. D. Daggett, Pasadena; and Mr. Margaret Fuller Graham, South Pasadena, had an interesting task.

They received hundreds of essays from all parts of Southern California, written by wise and studious young people, and the committee's votes gave the prizes to the following-named:

First prize, \$25, Armoir Howe, Los Angeles.
Second, general prize, \$10, Ida M. O'Connell, Los Angeles.
Third prize for city of Los Angeles, \$10, Ethel A. Chapin.

First prize for county of Los Angeles, outside of city, \$10, in this competition the committee thought the essays of Benjamin Graham, of Riverside; school, Whittier, and of Charles E. Ready, Santa Monica, were of about equal merit. Accordingly, the committee added \$10 to its offer and gave \$10 each to Ben Graham and Charles E. Ready.

First prize for San Bernardino county, \$10, Clyde Wilcox, Colton.
First prize for Orange county, \$10, Van Carver, Orange.
First prize for Ventura county, \$10, Virgil E. Ready, Ventura.

Members of the committee say that there were so many bright and well-written essays that it was difficult for them to determine the more meritorious, but they acted on their best judgment after a careful reading of the essays. In instances where all three members of the committee did not agree, two voted, and all the awards being by majority decision.

Many of the essays received honorable mention from the committee. It will be seen from the consideration of the prize-winning articles, which are reprinted herewith, that the young people of Southern California have been studying carefully the merits of this canal question, which is one of the most important of the day.

And that The Times has succeeded in its endeavor to interest the young generation in a subject which is of such vast import to them. The essays are many, and will repay a perusal by all sets and conditions of readers.

The prize-winning articles follow—the theme of each being, "The Advantages to the United States of the Nicaragua Canal."

ESSAY OF ARMOIR HOWE.

WINNER FIRST GENERAL PRIZE.
Social—The people of different sections of a country always pursue different lines of thought, and that which would bring these of various parts of the country into closer relationship would tend to establish the unity of mind among the people.

Political—The growing importance of the Spanish-American republics, and the great increase of population in the United States, make it imperative, for the welfare of our sister republics, as well as ourselves, that close relationship among all of the American republics be cultivated, and the Nicaragua Canal would be sure to promote this intimacy.

Economic—Commerce—a canal would decrease the distance from San Francisco, and the Pacific States to the eastern cities, thus greatly facilitating economic commerce.

The more valuable products are not shipped by way of Cape Horn, but by rail across the continent. If the Nicaragua Canal were built, it would greatly decrease rates of transportation would be open to them.

As industrial improvement is largely dependent upon domestic trade, there would be an improvement in the industries of the United States.

The Nicaragua Canal would be an asset that its effects on the trade

of this country would not be confined to any one section of the United States. International Commerce—Commerce would be built up between the Eastern States and Asiatic ports. England now has advantage over the United States in trade with the Orient by way of the Suez Canal, and can ask much lower prices than can our merchants, while the Nicaragua Canal would give the advantage to the United States.

There would be an increase of editing traffic by the extension of trade over a greater area, and a canal would also create new traffic by the shortening of distances, and the lessening of rates of transportation.

The manufacturers of New England need raw materials, which are produced in the Pacific States, the Orient and the South American republics. If the Nicaragua Canal were constructed, these materials could be obtained much more easily and at transportation rates less than at present.

Cotton is produced in the South in a larger quantity than domestic commerce demands and needs the opening of the markets of the Orient, which could be attained by the canal.

Most of the exports and imports of the South-Central and Southern States now pass through the Gulf cities, in order to avoid the mountains which lie between these States and the Atlantic. It would be much easier for the North-Central States also to export through the Gulf cities, instead of by way of the Great Lakes, as the Nicaragua Canal would open the markets of Pacific and Atlantic ports. Because of this the importance of the Gulf cities would be greatly improved by the center of trade which would be formed.

Manufactures—There is no line of manufactures for which there is not a larger opening through the canal, either by transportation from the East to the West or from this country to another.

Military—If the Nicaragua Canal was constructed and controlled by the United States it would give a mobility to the navy of this nation that no other country could get. The Philippines, now that they belong to the United States, need protection. We cannot extend this in case of war with any foreign country.

This nation has only a few ships in Pacific waters compared with those of other countries, and we could get ships from a station at the Nicaragua Canal to Hawaii much sooner than England could get hers from Hongkong, while in the same way we could reach the Philippines sooner than any probable enemy.

Shipping—The mining industry of the Pacific States needs the canal on account of the decrease of rates of transportation for the shipment of machinery to the West and for ores to the East.

Commerce—The grain and fruit of the Pacific States are now shipped by rail. If a canal was made the cost of shipping would be greatly decreased, and it has been estimated that the saving on freight from California, fruits would alone pay interest on the cost of a canal.

Shipping—For the last few years the United States has practically been without a merchant marine. As the laws favor vessels trading between ports of their own country, the canal would result in encouraging American vessels as against foreign vessels, and the American flag would resound on the sea.

ARMOUR HOWE.

Aged 15 years, No. 1239 West Tenth street, Los Angeles, Cal.

IDA M. O'CONNELL.

SECOND GENERAL PRIZE.

Commerce is continually attempting to bring manufacturer and consumer into closer relations, and we are indebted to it for the extension of the railroad system through every part of the United States.

More than three-quarters of a century ago the benefit of connecting the Atlantic and Pacific oceans was discovered. By the corroboration of prominent engineers, operations were commenced as early as 1825 on the Isthmus of Panama, where Lake Nicaragua and the San Juan River offered advantages as navigable waterways.

The canal will afford a direct route between the Atlantic and Pacific for the commerce of the entire globe, but especially for the United States.

By the expansion of trade in the Pacific, our western coast will be strongly developed. In commercial importance, San Francisco will equal New York, and the continent of the American empire of the future will be the States bordering the Pacific.

Our cheaper coals will compete with the product of every other country in the world—surely in Peru and Chile—and will compete immediately and profitably. For ships in passage, the canal will become an immense market for the furnishing of their coal.

The sale of cotton goods will be increased, for instance, in the Chinese

and Japanese markets, where they already have been introduced successfully. The shipment of southern coal, iron, cotton, tobacco and goods to the Pacific from the Middle West, will be greatly stimulated.

The trade of Western South America is almost completely controlled by Europe—with the canal we will be in a position to secure this trade.



IDA M. O'CONNELL.

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Manufactures—There is no line of manufactures for which there is not a larger opening through the canal, either by transportation from the East to the West or from this country to another.

Military—If the Nicaragua Canal was constructed and controlled by the United States it would give a mobility to the navy of this nation that no other country could get. The Philippines, now that they belong to the United States, need protection. We cannot extend this in case of war with any foreign country.

This nation has only a few ships in Pacific waters compared with those of other countries, and we could get ships from a station at the Nicaragua Canal to Hawaii much sooner than England could get hers from Hongkong, while in the same way we could reach the Philippines sooner than any probable enemy.

Shipping—The mining industry of the Pacific States needs the canal on account of the decrease of rates of transportation for the shipment of machinery to the West and for ores to the East.

Commerce—The grain and fruit of the Pacific States are now shipped by rail. If a canal was made the cost of shipping would be greatly decreased, and it has been estimated that the saving on freight from California, fruits would alone pay interest on the cost of a canal.

Shipping—For the last few years the United States has practically been without a merchant marine. As the laws favor vessels trading between ports of their own country, the canal would result in encouraging American vessels as against foreign vessels, and the American flag would resound on the sea.

ARMOUR HOWE.

Aged 15 years, No. 1239 West Tenth street, Los Angeles, Cal.

IDA M. O'CONNELL.

SECOND GENERAL PRIZE.

Commerce is continually attempting to bring manufacturer and consumer into closer relations, and we are indebted to it for the extension of the railroad system through every part of the United States.

More than three-quarters of a century ago the benefit of connecting the Atlantic and Pacific oceans was discovered. By the corroboration of prominent engineers, operations were commenced as early as 1825 on the Isthmus of Panama, where Lake Nicaragua and the San Juan River offered advantages as navigable waterways.

The canal will afford a direct route between the Atlantic and Pacific for the commerce of the entire globe, but especially for the United States.

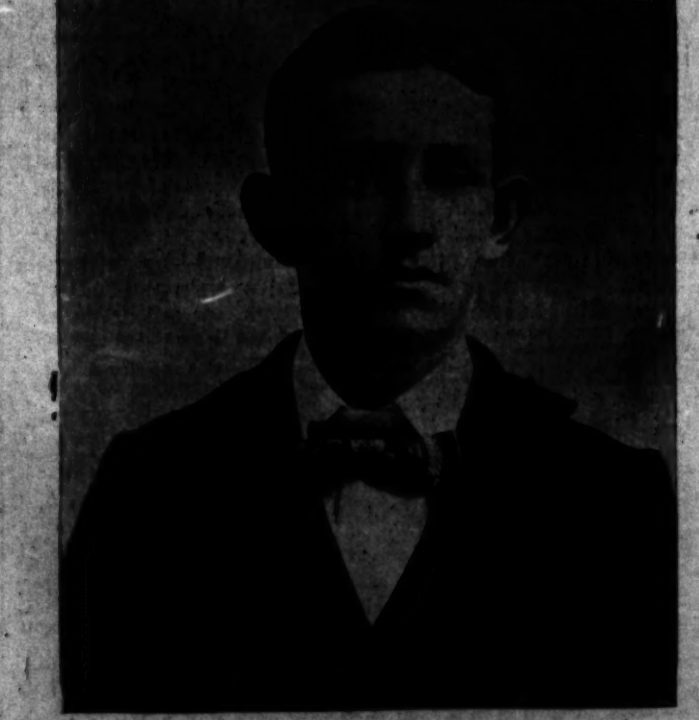
By the expansion of trade in the Pacific, our western coast will be strongly developed. In commercial importance, San Francisco will equal New York, and the continent of the American empire of the future will be the States bordering the Pacific.

Our cheaper coals will compete with the product of every other country in the world—surely in Peru and Chile—and will compete immediately and profitably. For ships in passage, the canal will become an immense market for the furnishing of their coal.

The sale of cotton goods will be increased, for instance, in the Chinese

and Japanese markets, where they already have been introduced successfully. The shipment of southern coal, iron, cotton, tobacco and goods to the Pacific from the Middle West, will be greatly stimulated.

The trade of Western South America is almost completely controlled by Europe—with the canal we will be in a position to secure this trade.



BENJAMIN GRAHAM.

both coasts, because of the facility with which our warships can be transferred from one ocean to the other. English vessels will find a route 1000 miles shorter and with favorable conditions through the canal, than by returning to England by way of Cape Horn because of good winds and currents.

Our products of the earth will not bear transportation by rail from our coast to eastern markets. As deep-water transportation does not cost more than one-eighth to one-tenth the cost of that by rail, the canal will probably solve the problem presented.

The board of engineers have stated in their depositions before the Inter-State Commerce Committee that they believe the Nicaragua Canal is entirely feasible.

IDA M. O'CONNELL.
No. 140 West Twenty-second street, aged 15 years, Los Angeles.

ETHEL A. CHAPIN.

WINNER FOR LOS ANGELES.

Only one more step now remains to secure forever our hold upon the commerce of the world, and that step is the building of the Nicaragua Canal. Of the manifold advantages to be derived by the United States from this enterprise the benefits to commerce will be greatest. Since the days of Columbus men have endeavored to find a feasible water route across the land connecting North and South America. A saving of one-half the distance between San Francisco, the great shipping port of the Western United States, and Liverpool, one of the greatest ports of Europe, would be made, thereby saving a vast amount of expense in the transportation of our products and manufactured goods to the markets of the world.

The retention of the Philippines, and a decided policy for trade advancement in China will open up to the United States both East and West an immense trade with the Orient. The commerce of South America, which is now controlled by Europe, would be diverted to the ports of the United States, and North and South America would be brought into closer relationship, and South America, which now is an almost unknown region, would be opened to the world.

When it is taken into consideration that one ship of ordinary capacity carries as much freight as ten freight ships, and that by going through the Nicaragua Canal a saving of 1000 miles is made from New York to San Francisco, it will be seen how beneficial the Nicaragua Canal will be to the commerce between the eastern and western coasts of the United States.

Not only would the opening of the canal greatly reduce the minimum freight charges, but it would save so much in time, and in the reduction of risk now taken in the dangerous passage around Cape Horn, that an enormous movement of freight from western producers, now prevented by excessive charges, would follow. With the modern method of refrigerating fruit, the Pacific Coast could ship its products straight to Europe without the time and expense now necessary to freight goods across the continent, and reship at some eastern port.

It would thus be dispensed with. The greatest gain to the Pacific Coast will be in its ready access to the markets of the East. Compared with England the United States has few deep-sea going vessels, but our coasting vessels could go through the canal to Europe or Asia, and a deep-sea merchant marine would thus be evolved.

Hardly less important than the commercial advantages to be derived from the Nicaragua Canal are those arising from its value as a means of territorial defense. Between North and South America, it practically makes our coast line continuous from Port Townsend to Mexico.

It would be a great advantage to have a naval base on Lake Nicaragua from which any Atlantic or Pacific fleet would be readily accessible. An American admiral, stationed upon the waters of the canal, would be able at one time to direct fleets in the Atlantic and Pacific and in the Caribbean Sea, and would be within less than three thousand miles of both New York and San Francisco. The advantage of a fresh-water harbor are well known, because the bottom of the ship in salt water becomes deeply encrusted with barnacles, sometimes necessitating the placing of the vessel in dry dock to have its bottom scraped and repainted. But the action of fresh water kills these insects and makes them drop off, therefore the passage of a ship through the fresh water of the canal, on its regular voyage, will attain this result without the loss of time and money involved in going into dry dock for this purpose.

As a quick means of transit for our battleships from the eastern and western coasts, it would not only be a saving for our government in the number of battleships needed for our defense, but also in the saving of large sums of money in the construction of coast defenses.

Besides these reasons for the construction of this great canal, there are many others, and the American people pray with one voice that it may soon be built, and that the hopes of a nation at last be realized.

ETHEL A. CHAPIN, aged 15 years.

LOS ANGELES.

BENJ. GRAHAM.

LOS ANGELES COUNTY WINNER.

The American people are substantially unanimous in desiring the immediate construction of the Nicaragua Canal.

from New York to San Francisco via Cape Horn is 15,000 miles. The usual time required for a sailing vessel to make this voyage is 120 days. A modern freight steamer would accomplish it in twenty days through the canal. This would effect an immense saving in time, and necessarily a like saving in the cost of transportation, insurance and interest upon capital invested, and thus enable our merchant marines to compete successfully with overland routes in carrying the world's commerce. From these facts alone it is obvious that the canal would materially augment the commerce between the Atlantic and Pacific coasts of the United States.

More than one hundred million people live in the countries bordering on the Pacific Ocean, whose ports heretofore have been virtually closed to foreign trade. The Nicaragua Canal will bring all the ports of the Atlantic Coast of the United States nearer to the Pacific than Japan and the eastern coast of China above Shanghai, to Port Arthur (the terminus of the

trans-Siberian Railroad).

The Nicaragua Canal would be a great advantage to the commerce of the world, and the United States would be benefited in many ways.

At the present time there are no people on the Pacific Coast who do not only by the canal, but by the Pacific, which is the canal of the future, and which will be the connection with the East.

When the canal is opened, the population of the Pacific Coast will be increased, and the commerce of the world will be augmented.

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ETHEL A. CHAPIN.

diate construction of the Nicaragua Canal. This desire is due to two well-established facts: The canal will facilitate and enlarge our domestic commerce, and will aid us in utilizing our coast defenses and in strengthening our fortifications. This assertion is sustained by no less an authority than Senator John T. Morgan, who states in his report to Congress that "We have reached a point in the discussion of a ship canal . . . where the necessity for the canal and its advantages to our country is no longer debated in Congress or among the people. As a connection and prolongation of our commercial coast line from Alaska to Maine, and as a door of access to our possessions in the Pacific Ocean and along its shores, and as a highway for our warships and merchantmen, and a stronger bond of union between the Eastern and the Western States, such a ship canal is now a national necessity."

In modern commerce both the time and cost of transportation are factors of supreme importance. The distance

between the Pacific and the Atlantic is 15,000 miles. The usual time required for a sailing vessel to make this voyage is 120 days. A modern freight steamer would accomplish it in twenty days through the canal. This would effect an immense saving in time, and necessarily a like saving in the cost of transportation, insurance and interest upon capital invested, and thus enable our merchant marines to compete successfully with overland routes in carrying the world's commerce. From these facts alone it is obvious that the canal would materially augment the commerce between the Atlantic and Pacific coasts of the United States.

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Fare to the farm only 10 cents. Pasadena cars stop at the door.



OSTRICH FEATHER

Are much in favor and are all made of splendid feathers without wire or sticks.

The different prices for length and width of the feathers. They are in black, white, gray and colored.

The gray and natural are especially fashionable and we have very full stock to select from.

From 45 inches long, of black, white, gray and natural, each feather sold at 50¢.

Other 45 inch long, of black, white, gray and natural, each feather sold at 50¢.

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Other 45 inch long, of

END OF A FAMOUS FIGHT.

Five Nations Mixed Up for Nine Years Over an American's Claim on the Delagoa Bay Railroad.

BY CURTIS BROWN.
(SPECIAL CORRESPONDENCE OF THE TIMES.)

LONDON, Oct. 13.—Down in the quiet of the London branch of the Bank of Discount, close to the Old Lady of Thrusdale street, the 47th floor in gold, which is a fitting testimonial to American diplomacy, Portuguese trickery, and British torpor and indifference, incidentally that of those who say the idea of international arbitration is all foolishness, a few days or a few weeks ago, it is hard to believe that gold was turned over to Mr. Choate, the American ambassador, and the rest of the world, the English Premier, and they in turn will divide the cash among themselves who years and years ago took that money and a lot more from the new famous Little Delagoa Bay Railroad, sixty miles long, which promises to wind up the most remarkable international arbitration case on record. It has lasted over eleven years, and has cost the volumes of printed paper and the millions of dollars of the American claimants over the years. The various gov-

ernment, having come into the affair on behalf of Col. McMurdo's widow, now Mrs. Frederick C. Penfield, assumed the whole responsibility of the claim and was represented directly before the arbitration tribunal, its counsel, J. Trehan, a member of the American bar, now in London, living in Berns practically all through the period of arbitration. Up to the time of his death the late Col. "Bob" Ingersoll was connected closely with the conduct of the American plea.

ENGLAND GOT IT ALL AT FIRST.

The efforts of the American government bore fruit in the appointment of Mr. Choate as distributor of the cash awarded, but the activity of the representative of the United States did not end here. For the terms of the award, Mrs. Penfield would have got practically nothing at all, for the sum given was barely enough to pay off the first mortgage, plus eleven years' interest. As the first stands now, she ultimately will receive about \$200,000, and this amount is, of course, a portion of the 3 per cent. of the interest that the holders of the first mortgage conceded to the other parties in the claim. Up to this time, that action on the part of these men has been viewed as to some extent philanthropic, though they never have indicated that it was, but it can now be explained.

the whole case. He is too shrewd for our English diplomats.

A CASE FULL OF SURPRISES.

Taken from beginning to end, this affair has been a chapter of surprises. Col. McMurdo received his in the astonishing manifestations of the Portuguese government; his colleagues theirs in the meager award made by the arbitrators—about a fourth of the sum demanded. Fully as unexpected to the American and British lawyers was the prodigious task of fighting the case which suddenly rose before them, for they reasonably had surmised that the combat would be neither long nor difficult. Now that it is ended there is nothing in either the length or conduct of any previous international arbitration with which to compare it. Its duration was nine years, whereas the Venezuela arbitration took two years and the Alabama and Berlin Sea arbitration one year each. In each of these celebrated cases the jury was international; that appointed by the President of the Swiss Confederation was composed entirely of his own countrymen. In the case were engaged the three Swiss arbitrators, three Swiss experts and six Swiss counsel.

The claims of the American and British plaintiffs were delivered in March, 1892. They were not overwhelming in volume, that of Great Britain still a memoir of seventy pages, with one volume of evidence, eight months afterward came the reply of the Portuguese government, and the unprecedented size of that reply was calculated to appal the most determined opponent. It consisted of an official memoir for the government, signed by the three Swiss counsels of 215 pages; another written by that government's chief law officers, in French and Portuguese, of 519 pages; a third by a Swiss jurist, in French and German, containing 386 pages, and twenty volumes of evidence in French and Portuguese.

MOUNTAINS OF EVIDENCE.

After their first awestruck pause in the face of this terrible amount of argument, the American and British attorneys set to work to examine and reply to it, and that occupied them one whole year, their answer being sent in November, 1892. At the end of another year the Portuguese government handed in a second batch of argument. Then matters dragged along wearily for two years more, during much of which time it seemed doubtful whether there really was any arbitration board at all. Contrary to all precedent, the board held practically no sittings in open court, two of the leading British arbitrators never had an opportunity of appearing before them, and the main issues of the case itself never were pleaded orally in their presence. In

it is not altogether surprising that while these Swiss arbitrators apparently were seeking only to outwit any other court on record, including that in the famous case of *Jarvis v. Jarvis*, letters without number should have appeared in the newspapers intimating with little reserve that the judges were somewhat more than favorably inclined toward Portugal. The first inkling of the result of their prolonged deliberation came in the form of a short judgment last March, but the "complete award" was not delivered until four months afterward. When it came it proved to be by no means the least remarkable feature of the arbitration.

At the beginning of the struggle the Delagoa Bay Railroad's \$10 shares were quoted in the not usually enthusiastic city of London at a premium of 100 per cent., and in their pleading the claimants practically said to the court, "Here is the amount of our ventures and the market value of our shares; let this be the basis of calculation." But the Swiss arbitrators went about settling the award in another and more original way.

WHY PORTUGAL GOT HALF.

When the Portuguese government concluded it wanted a railroad built to the Transvaal frontier and agreed that Col. McMurdo should build it, it gave to him what was practically a ninety-nine years' railroad monopoly in the Delagoa district, for it conceded to him not only a strip of land upon which to build this line, but so great an area on each side of it that there was no room in the Portuguese territory to build another railway to compete with his. They put in the condition, however, that if at the end of thirty-five years they wanted to take over the railway they could do it by planting down in cash the average income of the last seven years multiplied by twenty.

So Col. McMurdo formed a company to build the road, but at the outset met with a check. He found that he couldn't raise the money on account of a rumor that was being circulated, the gist of which was that the Portuguese government already had broken its contract with him by promising to let the Transvaal government build a sort of trolley line over the same course covered by the American's road. Col. McMurdo asked the Portuguese government if this was so, and was told most solemnly that it was false. But it was all the same.

Col. McMurdo, satisfied, went ahead trying to get money, but when he was doing so, as his contract time was limited, asked if the Portuguese government wouldn't begin work on the road.



BERLIN'S CHIEF OF POLICE.
Gen. Kraus, the old German army officer, who is the head of the police force of the Prussian capital.

ELECTRO-MAGNETIC LIGHTER.

NEW YORK, Oct. 8.—Many of the electric lighters put on the market in the last few years, however attractive they may appear on the illustrated pages of catalogues or trade journals, have been more or less failures. The small battery which is used in most of these appliances, and which is concealed within the apparatus, soon becomes exhausted, fails to operate, and has to be replaced. The consequence is that many people have lost faith in the electric lighter, and fallen back on a more reliable method of igniting their lamps or gas.

A new electro-magnetic lighter is said to be an improvement on everything that has yet appeared in the branch of industry. The apparatus consists essentially of a small dynamo machine, placed in a box to produce a spark between a lever, abruptly displaced by a chain and a benzine lamp placed in front. It is only necessary to give the chain a strong pull. The small dynamo employed is exceedingly simple. Between the arms of a valuable magnet is placed a bobbin with two windings, and movable around a central axis. The quick pull on the chain in front makes the dynamo revolve, and a spark is produced that lights the lamp. The new lighter is perfectly sure in its action. There is never any failure to ignite, and there is no battery to wear out and need replacing.



HEADQUARTERS OF THE DELAGOA BAY RAILWAY IN LOURENÇO MARQUEZ.

ernment involved in the business was the most on it time and trouble with three times the amount of money than the American claimants had been told. The various gov-

McMURDO'S HARD LUCK.

When the American case has been heard in the American court, the late Col. Edward McMurdo told the Delagoa Bay Railroad board that no provision for such a contingency had been made before the beginning of the proceedings, and had he died, the case would have had to be fought all over again. Luckily, he did not die.

In 1892 the period of terror in which the tribunal had apparently been languishing was broken by their announcement that three engineering experts would be desired to make a report on the value of the land concession. There were appointed, all Swiss, and one of them, went to Lourenço Marques just at the end of 1894. Nearly two years afterward these three experts delivered their report, which consumed 226 pages of close type and was a mountain of figures and engineering terms, comprehension of which was beyond anybody but an expert in that line.

THE SWISS ARBITRATORS.

Further shirking on the part of both sides was followed by a proposal on the part of the Portuguese attorneys that instead of final oral pleadings, the entire case should be handed in by all parties. This was agreed to, and these documents reached the arbitrators in March, 1899, when an opaque silence fell until exactly one year afterward, when the terms of the award were re-



THE FAMOUS McMURDO RAILROAD.

They did, and carried it on a little while, when Col. McMurdo, who finally had got resources together, took over the work and paid for it thereafter.

This little incident was fortunate for the Portuguese government, for when the Swiss arbitrators were arranging their award and apparently wondering how on earth they could let Portugal down lightly they used it as a peg on which to hang a droll but costly argument. In substance they said: "Here Portugal says she spent a lot of money in beginning the road, and that as it wasn't finished when she seized it she had to spend more money in completing it. Now we consider that that makes Portugal a full partner in the Delagoa Bay road, and any of whatever that original concession was worth, she ought to get a half." So they fixed the concession value at \$12,000,000 and gave to the Delagoa Bay Railroad Company one-half of it, with interest for eleven years at 5 per cent., which was just about enough to pay the first bondholders, leaving the second bondholders and the shareholders with nothing with which to console themselves beyond the knowledge that their railway was being retained and worked by the Portuguese government.

This little railway, built by American enterprise, has been a tremendously valuable asset to Portugal, and incidentally it has cut her big figure in the Transvaal war. Being the only railroad line from the Transvaal to the sea, most of the war's arms, ammunition and other exported supplies came over it, including those famous plate cases filled with rifles. If it had not been for this railroad the two republics would not have been able to put up so stiff a fight.

Judging by Appearance.

[November Smart Set:] (Mrs. Len Hunter): Why are you so suspicious of Col. Van Buren? He can't help being crooked.

(Mr. Hunter): I know; but he looks crooked.

Men are But Children.

[November Smart Set:] (Mother): What is all this fuss in the nursery about?

(Small Brother, crying): James is always the procession, and I'm tired of being the crowd on the sidewalk.

Remotely to Mama.

[November Smart Set:] (Lena): I didn't think you'd be so nice to me on such short acquaintance.

(Mama): Well, he's thoroughly convinced me that he was all my own fault that I hadn't met him sooner.



LIEUT-GEN. NELSON A. MILES.
A much-photographed hero. Indian name—"Man-not-afraid-of-the-picture."

CATARRH.

THE CONQUEST

PREVALENT AND DANGEROUS DISEASE
Which If Neglected Leads to an Early Grave.

SMITH BROS.' S. B. CATARRH CURE

Does the Work Effectively.

CATARRH OF THE NOSE
CAUSES ULCERS TO FORM, WHICH MAY BECOME SORE AND PAINFUL. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS.

CATARRH OF THE MIDDLE EAR
PAINFUL, DANGEROUS, AND CAUSES DEAFNESS. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS.

CATARRH OF THE THROAT
MAKES YOUR VOICE HOARSE, AND CAUSES SORE THROAT. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS.

CATARRH OF THE STOMACH
LEADS TO DYSPEPSIA, AND CAUSES INDIGESTION. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS.

CATARRH OF THE BOWELS
CAUSES DIARRHOEA, AND CAUSES PAIN. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS.

CATARRH OF THE KIDNEYS
CAUSES A DULL PAIN IN THE BACK, AND CAUSES URINARY AFFECTIONS. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS.

CATARRH OF THE BLADDER
IS A VERY COMMON DISEASE IN BOTH SEXES, AND CAUSES URINARY AFFECTIONS. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS.

SMITH BROS.' CATARRH CURE
IS THE ONLY CURE THAT CURES CATARRH. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS. IT IS THE MOST DANGEROUS OF ALL CATARRHS.

GUARANTEED TO GIVE ENTIRE SATISFACTION.
For sale by all druggists.

